ENGINEERING ALUMNI NEWS

UNIVERSITY OF TORONTO
FACULTY OF APPLIED SCIENCE AND ENGINEERING
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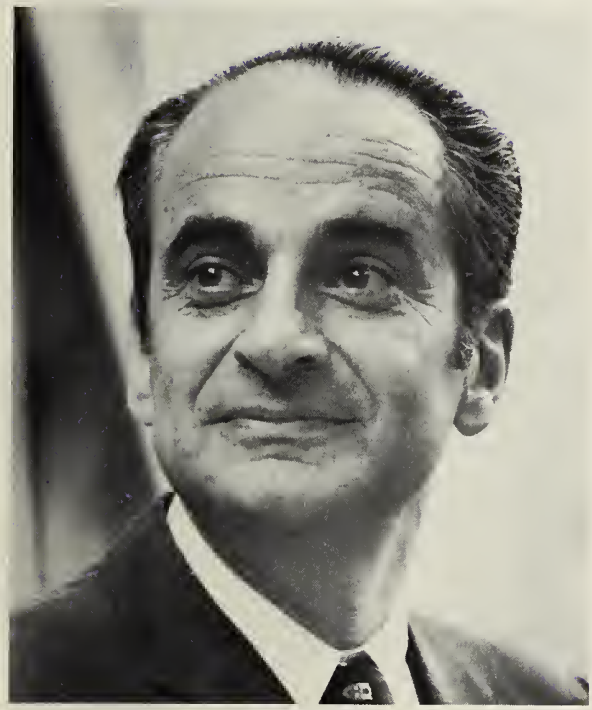
MEET OUR PRESIDENTS



FREDERICK T. GERSON
PRESIDENT

Ted Gerson feels that his preparation for the Presidency of the Association really started in North House (now Devonshire House), the University's Residence for Men where he ran the House Committee before graduating with honours in Metallurgy in 4T7.

He did research and development work on metal coatings at the Bacon Laboratories in Boston, Mass. and later in Birmingham and London, England (where he helped found a U. of T. Alumni Group in 1950) before returning to Toronto in 1952 to head up John Dale (Canada) Limited, a packaging manufacturing company which later became part of the Alcan organization. Ted and his wife Margo, also a U. of T. grad, have two children, a girl Deni, age 14 and a boy Jamie, age 10.

Ten years ago, Ted established his own consulting engineering practice in Toronto: F. T. Gerson Limited specializes in the evaluation and introduction of new products and processes, in engineering-oriented marketing studies and in technical writing, editing and publishing.

After voluntary service with the APEO in various capacities, Ted joined the Engineering Alumni Council in 1965 and became Chairman of the Publicity Committee which is responsible for publishing Engineering Alumni News. As its editor,

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JOHN WILLIAM POWLESLAND
PAST PRESIDENT

It is not surprising that a good deal of our retiring president's enthusiasm rubbed off on fellow Councillors to provide not only a productive, but highly enjoyable two year session. Jack's ebullience is one of his most valuable assets and together with the solid organizational ability of Councillors Bill Bartlett and Paul Walters, contributed to the most successful Triennial and Spring Reunions ever.

Jack is a strong believer in communication. During his term he translated this belief into action by encouraging a closer relationship with the Faculty. Mainly through his and Dean Ham's efforts, Alumni have never been better informed on the progressive developments with the Faculty. As well, we feel the Faculty has benefited from an improved understanding of activities and interests "on the outside".

Under Jack's direction, Council prepared important briefs for presentation to the University to convey Alumni opinions. Roy Gross headed Council's committee in charge of presenting the Association's brief to the Presidential Advisory Committee on Disciplinary Procedures. Bob Moore co-ordinated the Associations submission to the Commission on University Government (CUG). Through the media of the Alumni News both of these reports were successful in generating significant dialogue

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Engineering Alumni News
PUBLISHED BY
THE ENGINEERING ALUMNI ASS'N
OF THE
UNIVERSITY OF TORONTO
President .... *F. T. Gerson*
Secretary .... *P. B. Walters*
The Engineering Alumni News is edited and produced by the Publicity Committee of the Engineering Alumni Association
Chairman — J. G. Cowan
ALUMNI HOUSE, UNIVERSITY OF TORONTO
TORONTO 5 - ONTARIO

FIRST ALUMNI CHIEF RETIRES

On July 1, 1970, Joe Evans retired from his position as Director of Alumni Affairs. Since 1958 when he became the first Director of Alumni Affairs, Joe has been chiefly responsible for the amalgamation of various Alumni groups under the present U of T Alumni Association. All Engineers are grateful to Joe for his past encouragement and support of Alumni Functions. We are pleased to hear he will be staying with the University as a Consultant on Alumni Affairs for the office of the President of the University.

5T0 — GOLF TOURNAMENTS

5T0 At Cedarbrae — Thursday, October 1st
Contact Daryl Berry 429-1700 or Chris Hinde 481-5155
6T1 At Huntington — Monday, September 28th
Contact Worden Teasdale 279-3237 or Stew Halliday 363-9248

END OF THE RACE FOR SURVIVAL

By our date of publication the "Race for Survival" will be over. Regardless of who finished first the ultimate winner will be mankind.

We are referring, of course, to the "1970 Clean Air Car Race" from Cambridge, Mass. to Pasadena, Calif. sponsored by M.I.T. and Caltech, in which specially built cars competed for awards for low pollution design and operation. All entries had to meet California's 1974 law restricting hydro carbon, nitrogen oxide and carbon monoxide to specific limits. (Current car models do not!)

Because Douglas Venn, then a Fourth Year student in Mechanical Engineering, attended the S.A.E. Annual Meeting in January and offered to place a U. of T. vehicle in the 1970 M.I.T.-Caltech cross-continent Clean Air Car Race, the Faculty of Applied Science and Engineering has had an unusual summer activity. Supported by large grants from the Wm. A. Wallace and the J. Roy Cockburn bequests, by enthusiastic staff and students, and by contributions from industry, an unusual all-Canadian research vehicle has been produced in a matter of months.

Named MISS PURITY, the car operates basically on propane with very low emissions, but has a chopper-controlled D.C. electrical system consisting of a 16 HP generator, 16 HP Motor and 960 amp-hours of lead-acid battery storage. This permits all-electric operation for thirty minutes at full load but is intended mainly as a hybrid facility to reduce emissions during idling, acceleration and deceleration. The advanced type of electrical control has been developed under crash conditions by Professors R. S. Segsworth and S. B. Dewan, and it is expected that a newer system will reduce the present weight penalty of 900 lbs.

A 302 cu. in. Chevrolet V-8 engine was modified and fitted with a propane expansion valve, propane carburetors and specially designed secondary mixing plenums. A 22 gal. liquid propane tank mounted at the rear can be closed-circuit filled with no escape of hydro-carbons. This gives a driving range of over 200 miles.

Except for the front-end suspension, taken from a 1970 Chevelle, the chassis, the body, seats and interior fittings are all home-made. A Corvair Transaxle was used for the rear drive to provide five ratios for the D.C. shunt motor. The ten storage batteries fit into air cooled side-rail pockets. The body was designed by Mr. Ken Bell, A.O.C.A. '70, and made in the Heat Engines Laboratory, using polyester and fibreglass.

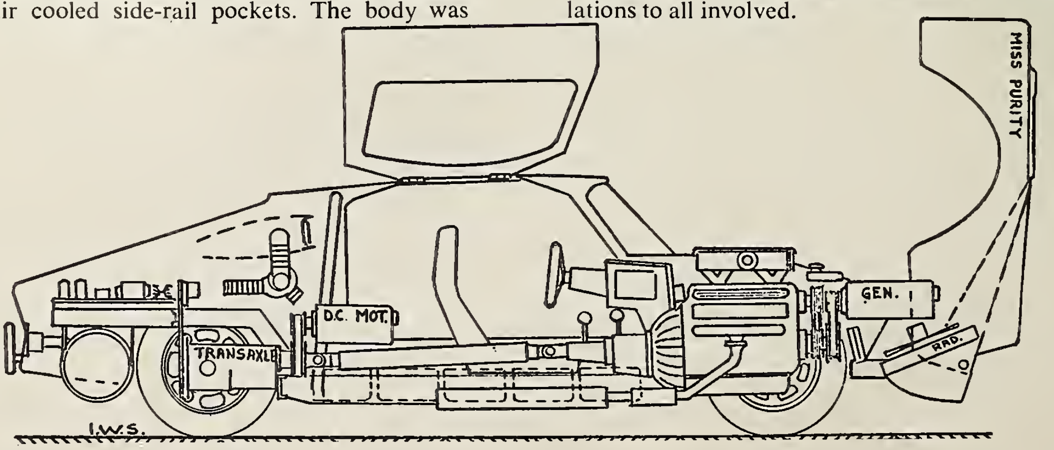
The entire forebody is hinged to provide access to the engine and two gull-wing doors open vertically to the two fibreglass seats. (See diagram.) Although functionally fitted to the car's special needs it gives a distinctive and pleasing external appearance. The Department of Transport provided specially-made plates showing U.T.1.

With help from the M.E. and E.E. technical and academic staffs, and under the general supervision of Doug. Venn, three students built the car: J. Otsason 7T0, (engine), S. Baker 7T2 (body), and S. Ng 7T1 (electrics). All four will participate in the race as drivers. Two follow-vehicles, loaned by G.M. and by G.M. of Canada, will accompany the entry, driven by Professors F. C. Hooper and I. W. Smith and by Mr. F. A. Venn who did a magnificent job of arrangements for the Canadian portion of the race. The race from Cambridge to Pasadena comprises six 600-mile legs, the first being to Toronto, and was quasi-rally in style. The point scoring system included emission values, economy, acceleration performance and safety as well as race times. Although many types of anti-pollution vehicles have been entered, including all-electric, steam engine and turbine, liquid natural gas, diesel and unleaded-gasoline cars, the U. of T. entry is one of the few built from the ground up and one of the more sophisticated designs.

Regardless of the outcome of the race, we look on the U. of T. venture as a truly significant step. Too often now we have heard students complain about the irrelevance of present course material and its impotency in solving today's pressing social problems.

We, on the outside, have heard voices from within the University community condemn our materialistic society for the destruction of its environment. These comments are useful and important for turning our attention to corrective action, but how much more useful is a venture such as this, which attempts a constructive positive project to solve one of our most dangerous environmental problems. Here, at the interface of sociology and technology, engineers are directing clear scientific facts towards the solution of a cloudy social problem.

This is the type of progressive activity which gives strength to the University in the eyes of the public. Our heartiest congratulations to all involved.



SPRING REUNION 1970

A record attendance of 280 contributed to the resounding success of the spring reunion. A powerful delegation of hard-hatted 4T5ers gave full support to classmate and councillor Bill Bartlett who, with Paul Walters and Fred Doty, organized the event. The 3T0's led by Ten Burns took the individual class attendance prize while A. E. Wilson and A. V. de la Porte from 2T0 and 1T0 respectively joined a goodly number of their classmates in enjoying a thoroughly fine evening.

MEET OUR PRESIDENTS,

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FREDERICK T. GERSON

he met and corresponded with readers from St. John's to Victoria. He served under three distinguished Presidents: Walter MacNeill, Bob Moore and Jack Powlesland, and considers this trio "a very hard act to follow".

He believes that Engineering Alumni have an important part to play within the UTAA at a time when a new governing structure is being designed for the University. He looks forward to strengthening Council's relationship with the Faculty, making available the experience of graduates who have won their spurs as Engineers. Most of all, he hopes that all members will participate in the Association's work and make its views known on the many questions now facing Engineering Alumni.

Ted has the support of an unusually strong Council, combining both recent graduates and experienced members with many years of service. He starts his term of office with good wishes from all of us.

JOHN WILLIAM POWLESLAND

with the Alumni body. Here again, Jack's interest in improved communications to promote better understanding paid dividends. The Alumni view on this important subject was carried to the University wide Committee on University Government and was instrumental in the Committee reaching some accord.

In a continuation of your Council's effort to encourage recognition of significant contributions to School, we commissioned Evan MacDonald to paint a portrait of the late Stewart Wilson to hang in Wilson Hall in New College. This portrait is a lasting tribute to a fine Schoolman who gave so much of his time and person to thousands of Engineers who passed through School.

We are all grateful to Jack Powlesland for the efforts he has given to Council in the last two years, and look forward to benefiting from his guidance as Past President in the next two years.

FACULTY APPPOINTS ARCHIVIST

Professor L. E. (Ted) Jones has agreed to accept, and the President has approved, his appointment as Archivist for the Faculty of Applied Science and Engineering.

Dr. Jones has already demonstrated his concern and skill in the pursuit of these specialized endeavours. He will now have the means to collect, catalogue, preserve and interpret all the available material.

Readers will share Dean Ham's view when he states: "As the Faculty approaches its Centenary Year, it is important to look at the past as well as the future. We must all be grateful to Professor Jones for ensuring that these important issues are given proper concern."

It will be remembered that Engineering Alumni some years ago presented to the Faculty a book of reproductions of old class pictures "The Rogues Gallery" which were once displayed on the walls of the Mining Building.

Should any reader possess, or know of, any items which might be of interest to the newly appointed Archivist, we shall be glad to hear from him, or put him in touch with Dr. Jones who can at all times count on our enthusiastic co-operation in his work.

ENGINEERS SELECT STUDENTS MORE CAREFULLY — GET ENCOURAGING RESULTS

Tightened selection policies, applied to applicants for the first time last year, have resulted in marked improvements in first-year examination results.

Dr. William Graydon, associate dean of the Faculty of Applied Science and Engineering, said that 85 per cent of first-year students who took their exams, passed this Spring, compared with only 75 per cent last year. He ascribed this to the higher degree of selectivity applied to the 1600 students who applied for places in the various courses. The result was that the 562 that were eventually accepted all had marks of 68 per cent or more. The cut off line for the previous year had been 64 per cent.

"Facilities for training engineers are expensive", Dr. Graydon commented. "It is obviously better to stress pre-selection, rather than to eliminate students later from courses. This way, students who are selected will know that, if they work hard, they have a very good chance of graduating."

HOMECOMING

FRIDAY, OCTOBER 23rd AND SATURDAY, OCTOBER 24th
for
1950 • 1955 • 1960 • 1965

FRIDAY, OCTOBER 23rd — HART HOUSE

The Homecoming Ball

THREE BANDS • THREE BARS • MIDNIGHT BUFFET

9.00 p.m. - 1.00 a.m. — $5.00 per person

●

SATURDAY, OCTOBER 24th

10.00 a.m. — Special Engineering event to be announced
11.00 a.m. — Float Parade (from front of University College)
12.00 noon — Homecoming Luncheon — Great Hall, Hart House
(The bonus feature is the appearance of the Lady Godiva Memorial Band.)
2.00 p.m. — Varsity vs. Western Football Game
(Special alumni section tickets will be available through Alumni House.)

YEAR REPRESENTATIVES

1950 Daryl Berry, year president, and Olly Lloyd (who is a member of the University of Toronto Alumni Association Homecoming Committee and co-ordinator of bar services) are hoping to see all 5T0's that could not make it to the dinner and dance at St. Lawrence Hall in April.

1955 A. W. Harrison, year president (no word of special class events from this group).

1960 Don Morton, president of Civils has planned cocktail parties for this class before the Homecoming Ball and after the football game at 6T0's headquarters, the Westbury Hotel.

1965 Mike Beamish, year president is manipulating plans for 6T5's participation at Homecoming from his Ville La Salle office.

Announcements about special class parties, ticket order forms and detailed information will be sent to the reunion types.

ALUMNI FROM ANY YEAR ARE WELCOME TO ATTEND ALL HOMECOMING EVENTS — FOR FURTHER INFORMATION, CONTACT ALUMNI HOUSE • 47 WILLCOCKS STREET • 928-2369 — 928-8990

NEW ENGINEERING ALUMNI COUNCIL

The slate for 1970-72 has been determined and the following Council elected to take office as from July 1, 1970.

OFFICERS

Past President	J. W. POWLESLAND	3T5
President	F. T. GERSON	4T7
First Vice-President	W. W. BARTLETT	4T5
Second Vice-President	J. G. COWAN	6T1
Third Vice-President	B. E. JUDGES	5T1
Secretary	P. B. WALTERS	5T6
Treasurer	G. R. GROSS	3T5

COUNCILLORS

A. A. ALLAN	4T5
B. A. AVERY	4T6
E. T. BURNS	3T0
C. W. DANIEL	4T7
F. K. DOTY	5T0
B. E. DUNK	6T9
G. J. THOMPSON	4T8
F. W. VALLO	6T6
G. B. WATERMAN	4T9
J. A. WHITTEN	4T7